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THE PANAMA CANAL REVIEW

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AUG 19 1964

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Robert J. Fleming, Jr., Governor-President

David S. Parker, Lieutenant Governor

Frank A. Baldwin
Panama Canal Information Officer

PANAMA CANAL REVIEW

Official Panama Canal Publication
Published monthly at Balboa Heights, C.Z.
Printed at the Printing Plant, La Boca, C.Z.
Distributed free of charge to all Panama Canal Employees.

Robert D. Kerr, Press Officer

Publications Editors
Richard D. Peacock and Julio E. Briceño

Editorial Assistants
Eunice Richard, Tobi Bittel, and
Tomas A. Cupas

PIGGY-BACK TREES—One of Nature's oddities can be found right here in the Canal Zone. This tree-within-a-tree rarity has been seen by many but probably few realized that a royal palm was growing out of what we have tentatively identified as an Enterlobium cyclocarpum, or corotu tree. If anyone knows for sure what kind of tree is housing the parasite-palm, please let us know.

Vol. 15, Nos. 1–2

AUGUST–SEPTEMBER 1964

About The Cover

ROOSEVELT, GOETHALS, GORGAS, AND STEVENS. It is impossible to talk about the Panama Canal without these names coming forward from history. As the Canal reaches its 50th birthday this month, it is to these men, and thousands of others who labored for the realization of their ideals and plans, that thoughts are turned. They launched a project that the world had called impossible. They brought to it a combination of leadership and talent that could lead nowhere except to success. Their energies and determination left the world with a great waterway that has made life better for people everywhere. They represented that toughness of spirit and will to succeed that Americans have demonstrated in meeting challenges everywhere. These men of the past, then, offer an inspiration to the present. Their accomplishments still shine brightly after half a century; the greatness in them has made a mark that time will not erase.

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Aw, Give 'Em A Chance

THE POOR FISH doesn't have a chance these days.

The men who go down to sea in ships have equipment that would make their grandfathers green with envy. And after hours, such luxuries as air conditioned cabins, television, and gourmet food.

Such a fishing ship arrived in Balboa recently on her maiden voyage from the west coast of the United States. It was the $1.2 million tunaboat, *City of Tacoma*, which incorporates many innovations for hunting tuna, from masthead maneuvering controls, to a 50-knot aluminum speedboat for rounding up the fish, to a 15-ton skiff which holds the net while the boat plays out a 680-fathom-long nylon net called a seine.

The nylon seine which operates like a huge purse when it is drawn around a school of tuna, gives the vessel its name "purse seiner." It is 4,180 feet long and is buoyed by 3,800 plastic floats. Within 5 hours of sighting a school of tuna, it is possible for the crew on the *City of Tacoma* to surround, bring in, and load 100 tons of fish—a slight improvement on the system which called for men to bring in the big fish one by one on hooks.

The ship was designed and built this year by Arne Strom, former fisherman, who now owns the Tacoma Boat Building Co. of Tacoma, Wash. He also built the *Caribbean*, a sister ship of the *City of Tacoma* now operating out of Puerto Rico.

The vessel has a 1,600 horsepower Fairbanks-Morse diesel engine which drives it at 14 knots, a fuel capacity which could take the ship around the world and three 200 horsepower generators to produce power for the ships' refrigeration and the power operated fishing gear. The tanks can hold a total of 800 tons of frozen tuna, more than twice as much as the older ships.

Proud and happy with the sleek new fishing ship, is Capt. Louis Sitta, 38, master and part owner of the *City of Tacoma*. He is assisted by fishing master Gaetano Giacalone and a crew of 16, many of whom were taken on in Panama. Most are skilled in the operation of the mechanized fishing gear.

After taking on water, fuel, and supplies in Balboa, the *City of Tacoma* sailed on her maiden fishing trip in the Pacific, and when loaded will take her catch to The Starkist, a tuna canning plant in Puerto Rico. Her sister ship, the *Caribbean*, also built by Strom, has been operating out of Puerto Rico for the past 6 months.

Agents for the vessel at the Canal is Agencia R. C. Worsley, S.A. of Panama.

Climbing aloft to look for tuna fish is Gaetano Ciacalone, Captain Sitta's assistant.

The "City of Tacoma" lies moored to Pier 18 in Balboa during a recent stopover here on her maiden voyage from the States.

Capt. Louis Sitta, part owner, mans the controls of the $1.2 million tuna boat.

NEW ANNEX IS ALMOST FINISHED

THE HIGHEST and the newest building in the Canal Zone is the new eight-story Gorgas Hospital annex now nearing completion in Ancon. Follow the numbered photographs for a step-by-step rundown of the new annex's construction from the artist's drawing in 1961 to the nearly completed job in 1964.

Built on what was formerly a parking lot near the sprawling Gorgas Hospital complex, the handsome new building is on a par with the most modern structural standards of similar institutions in the United States. Its completion at the end of this year will result in a complete revamping of the entire hospital plant.

Houses Surgical Services

Virtually all surgical services at Gorgas will be consolidated in the new annex under one roof. All clinics, with the exception of the medical clinics, will be on one floor and the eighth floor will be devoted to an obstetrical ward, the delivery rooms and the newborn baby nursery. Medical clinics will remain in the existing Section B.

In addition to the clinics, the main floor will include the admitting office, a general information center where patients and visitors can obtain directions, business offices, medical records, an emergency suite, and the pharmacy.

Surgical patients will receive all treatment and care in the new annex. A sur-

gical suite consisting of six operating rooms and a recovery room will be directly above the main floor in an area which will include laboratories, X-ray department, central sterile supply, and a new section called the intensive care suite, where patients who are seriously ill can be kept under constant attention.

Kitchen and Cafeteria

The hospital's main kitchen and food supply rooms will be on the fourth floor. This floor also will have a cafeteria type dining room for ambulatory patients with a seating capacity for 90 persons. The location of the kitchen has been chosen in order to simplify food service to other parts of the hospital and is on the same level with the bridge and tunnel leading to the older buildings.

In the new annex, there will be no such thing as a ward in the sense it has been used. Rooms will be for 1, 2, or 4 beds, arranged to permit patients to be grouped more effectively than in the old section either by service or by type of illness. Nearly 20 percent of the beds in the new annex will be in single rooms.

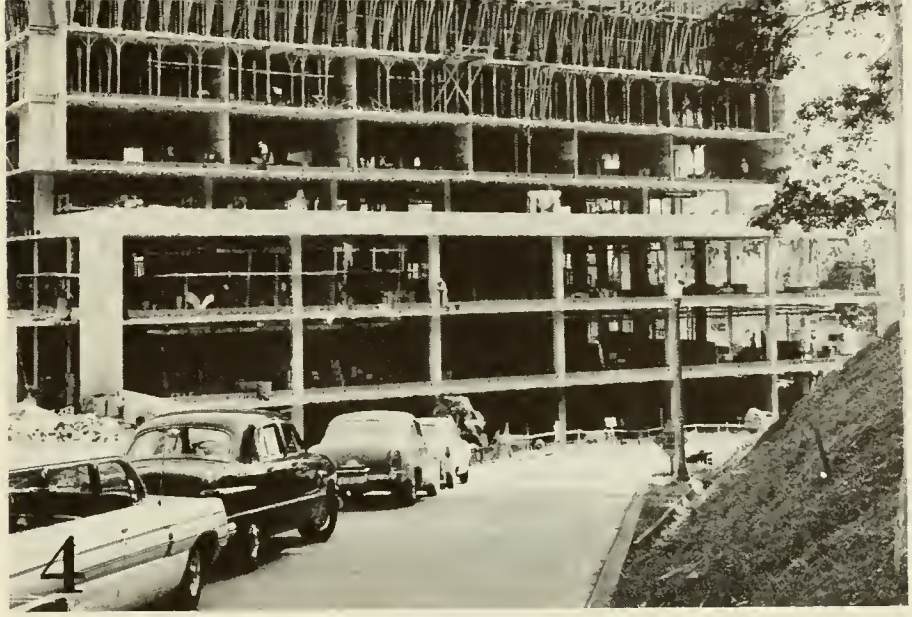
Patient-Nurse Communication

Patients may communicate with the staff by means of a 2-way patient-nurse communication system. Rooms will have large picture windows and the entire hospital will be air conditioned.

Remodeling of the older sections of Gorgas will follow the move into the new annex. Section A will house the housekeeping functions, the brace shops, the Red Cross room, the medical library, and a snack bar. Section B will be devoted to the medical clinics, the chest clinic, and the ward for chest patients. In Section O will be the children's ward and all of the wards for medical patients.

Parking Problem Eased

One highlight of the new building completion will be the relief of the acute parking problem that has plagued patients, staff, and visitors during the 3 years of construction. The ground floor of the annex will provide parking for about 90 vehicles and will be augmented by a 31-car parking lot now being constructed across the street from the new annex. It is planned that the great majority of the parking under the building will be for the use of patients and visitors.



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The first of the Canal's construction-day railroad dump cars, the American-made Western type, is placed on display at the railroad station in Balboa Heights. A mule has now joined the display.

CONSTRUCTION DAY RR CARS STILL IN USE

AS WE THINK about the first 50 years of the Panama Canal, we also think about the construction of this world wonder. Seldom thought of in connection with the construction is the equipment used to carve the waterway through solid rock and other difficulties presented by nature.

On this and the following page are pictures of the mounting of the first of the old construction-day railroad dump cars, the American-made Western type, at the railroad station in Balboa Heights. At the site of the mounting is a glass-enclosed series of construction-day photographs showing the American- and French-made railroad cars in use.

Maintenance Division workmen prepare the exhibit ramp for a construction-day mule.

Construction men use a crane to lift rails onto the elevated ramp.

The first railroad cars used by the French for removing excavated material from the cut were small "Decauville" cars, each holding less than 1 cubic yard. After the French were forced to abandon construction, the Americans took over the project and used some of the "Decauville" cars in addition to their own railroad cars. (The cars also were used during World War II for tunnel excavations and other such uses.)

The standard French dump cars held about 10 cubic yards when fully loaded and were used until almost the end of the dry cut excavation. They were well-made, but their small size greatly reduced their production capacity. Another difficulty was that they could be dumped on one side only.

The American-made Western railway dump cars, the kind seen in the display at the railroad station, were among the earliest items of earth-moving equipment brought in by the United States.

Their 18-yard capacity, general ruggedness and maneuverability were ideally suited to the cut-widening work. Many of these cars still are being used by the Panama Railroad.

Mule 645 is hoisted onto the ramp.

Finishing touches are added to the old mule before lifting the car into place.

The rails are connected.

New Times Come To Country's Oldest Harbor

Piers at Newport News, owned and operated by the Chesapeake & Ohio Railway. Among C. & O. facilities are a modern ore pier, coal piers, merchandise piers and storehouses.

HAMPTON ROADS ports (the Port of Newport News and the Port of Norfolk, the latter comprising the cities of Norfolk, Chesapeake, and Portsmouth) are ideally situated as the southernmost of the North Atlantic ports. Located a short distance from the Atlantic Ocean with wide navigable channels 40 feet deep, Hampton Roads' natural harbor serves many areas of the United States and many ports throughout the world. More than 100 regularly scheduled steamship lines connecting more than 350 world ports serve Hampton Roads. During 1962 more than 5,800 ships called on the oldest harbor in the United States.

The Hampton Roads area is served by more than 50 motor carriers and a huge network of railroads, the major two being the Chesapeake & Ohio Railway Co. and the Norfolk & Western Railway Co.

Construction of a new $25 million coal pier was completed at Lamberts Point last year. With two 17-story high shiploading towers, the pier has a load rate of 16,000 tons an hour. Electronic machinery is available for the custom blending of coal. Backup storage yards have a capacity of 21,400 coal cars, with two other coal piers available.

The two general cargo piers at Sewells Point, Norfolk, have warehousing between the piers to save time and material handling costs. Located near the piers is a modern grain elevator with a capacity of 25,000 bushels an hour.

In December 1961, the Virginia State Ports Authority purchased the five existing general cargo piers and supporting facilities at Lamberts Point and Sewells Point, Norfolk, Va., as the first phase of a long range General Cargo Facilities Expansion and Improvement Program in Hampton Roads, and at the same time awarded a contract to construct a new 5-berth general cargo pier at Lamberts Point. The ultra-modern pier will have 320,000 square feet of covered storage space where general cargo will be loaded into trucks or rail cars for immediate delivery to one of the two backup warehouses.

A number of ideas are new. For one thing, the designers have incorporated combination hatch-skylights in the transit shed. These will open like ships' hatches to permit containerized cargo to be lifted by crane directly into the shed on trucks. And two 25-ton gantry cranes for the lifting are based on a new concept. Each will be mounted on a semi-circular track. The inner rail will be mounted on the pier's shed roof, the outer rail on the pier itself. This is to permit the cranes to move freely to either side of the pier and to keep their inside legs from blocking the cargo doors of the shed.

In addition, there will be a refrigerator warehouse with four 25,000-cubic-foot storage cells equipped for chilled or frozen storage. A transfer bridge designed to serve a 4-track carfloat is also in the plans. Expansive open storage area will be provided inshore for storage of containerized cargo or other items not requiring covered storage. The Authority says consultants have estimated the immediate effect of the improved cargo-handling installations will be 500,000 more tons of general cargo a year.

Chesapeake & Ohio Railway's modern ore pier at Newport News. Conveyor systems have a capacity of 7,200 tons per hour. The pier is 1,191 feet long, 82 feet 4 inches wide.

Ham Operators Set for "Message Week"

Canal and Amateur Radio Operations Mark 50th Birthday

MESSAGES received by amateur radio operators in the Canal Zone will have a special meaning the week of August 8 through 16. As part of the celebration of the Golden Anniversary of the Canal, commemorative cards and certificates will be issued to amateur radio operators who make contact with Zone stations.

The special commemorative certificates will be presented, courtesy of the Panama Canal, by Governor Fleming to any operator who makes five contacts with KZ5 during the special "Message Week," and thus receives 5 QSL cards. KZ5 is the call number of all private Canal Zone stations. QSL cards are sent to the radio operators to confirm contacts.

There are two radio clubs operating in the Canal Zone. The Canal Zone Amateur Radio Association, whose president is Paul Runnestrand, Executive Secretary to the Governor, operates on the Pacific side. The Crossroads Amateur Radio Club, under president Bruce G. Sanders, Chief Inspector of Cristobal Customs Office, operates on the Atlantic side.

Regulating and licensing of the approximately 200 operators in the Canal Zone is administered by the Coordinator of Amateur Radio Activities, Lt. Col. Henry W. Hill, USA.

Amateur radio operators in the Zone perform an important public service by regularly engaging in emergency communications. During the January disturbances they handled over 5,000 personal messages between persons in the United States and the Canal Zone. The operators also cooperate with, and are part of the communications plans of the Canal Zone Civil Defense Program.

It is worth noting that the Golden Anniversary of the Panama Canal is also the 50th Anniversary of Amateur Radio Operations in the United States. The United States boasts 280,000 amateur radio operators, more than all other nations combined.

Ralph E. Harvey, one of about 200 amateur radio operators in the Zone, operates the Civil Defense Control Station, KZ5BH. The station in the Administration Building, Balboa Heights.

MODERN WONDER OF TH

AUGUST 15, 1914 dawned gray and warm. In the quarters of a certain engineer, the lights were already on, for he had a reason for arising early. He ate a hurried breakfast and left the house.

For the first time, after more than 6 years of labor and problems, Col. George Goethals was going to his post as the chief of an operating enterprise. For this day marked the official opening of the Panama Canal.

ANCON READY TO GO

The SS *Ancon* was in readiness to make the historic journey. The locks were ready, they had been tested. The locomotives were operating properly. Everything seemed right. Nothing had been left to chance.

But would the great day pass without mishap? Colonel Goethals had been plagued with problems by the thousands. But he had managed to solve them all and bring the great project to completion. He was calm, but no man who had traveled such a long road, or who stood at the brink of a test with the world looking over his shoulder, could be unconcerned.

But there was no cause for concern. Headlines the next day proclaimed to the world that the Panama Canal was open. The journey of the SS *Ancon* was without incident. Had it not been such an important trip, it could have been compared to one of the ordinary transits that followed it by the thousands.

MORE THAN 345,000 SHIPS

That was 50 years ago. Since then, more than 345,000 ships have transited the Canal.

During the 50 years, the transiting of ships has held the constant attention of those who are charged with the operation of the Canal. But this month, they will pause for a day to mark half a century of service to world commerce. The transit of ships will not be interrupted in any way.

GOVERNOR TO CANCEL STAMPS

Early in the day Canal Zone Governor Fleming will cancel the first stamps of the special six-stamp issue that commemorates the 50th Anniversary of the Panama Canal. First Day covers of the stamp will go on sale that day at the Balboa, Cristobal, and Balboa Heights Post Offices. The stamps were featured in the May issue of the REVIEW and orders for them have been pouring into the office of the Postal Director. There are six stamps, ranging from 6 to 80 cents in value. Each of the air mail stamps has a different Canal scene as its central point of interest and the set is being sold in an attractive folder for $2. The folder contains information on the Canal and on the postal service.

A special medallion on the 50th Anniversary has been ordered by the Canal organization and will be on sale in all retail stores and service centers this month.

The Ancon transiting the Canal August 15, 1914.

HOW TO ORDER YOUR BOOK

"THE PANAMA CANAL—50th Anniversary" volume can be mailed to you by the Panama Canal organization. State your preference for English or Spanish copies. Simply enclose a check or money order for $2.95 with the request and mail to: The Panama Canal Information Office, Box M, Balboa Heights, Canal Zone. BE SURE to include your return address. The $2.95 covers postage and mailing to any address in the United States. Handling of requests will begin August 15 and orders will be filled as long as the supply of books lasts.

WORLD MARKS 50 YEARS

50TH ANNIVERSARY BOOK

Another highlight of the celebration is the publication of a book, in English and Spanish, by the Information Office of the Canal. It contains hundreds of pictures, along with special artwork. The text is not long, but is sufficient to give continuity to the photos.

Two colors and black are featured on the inside of the book. In its 128 pages can be found a condensed history of the Canal. This begins with the coming of the French in 1880 and carries the story through the completion of the project by America in 1914.

The book has a section on life today in the Canal Zone. It also has a special section on the Republic of Panama. The section on Panama has a complete but condensed history of the Republic, plus pictures.

The book begins with a section on the leadership and responsibility aspects of the Canal.

Many of the pictures used in the book are published for the first time. These historical photographs were made from some of the thousands of glass slides in the Panama Canal archives and hold a special interest for the historically minded.

Other photos were taken by the Graphic Branch of the Panama Canal. The Library-Museum furnished reference books from which was drawn material used in writing the text.

The cover for the 50th Anniversary book.

The book has a hard cover, is embossed in gold and a colorful cover protects it. It will be on sale in all retail stores and service centers for $2.75 a copy. A special instruction on how to order the book accompanies this article.

The book has been printed in a limited edition; there will be 6,500 copies available for sale in English and 3,500 in Spanish. The advance order pace is brisk. The book also will be available at outlets in Panama City.

In addition to the medallion of the Canal organization, there is a special memorial medal ordered by the Republic of Panama.

ANNIVERSARY SIGNS AT LOCKS

The passengers and crews of all ships transiting the Canal for the remainder of the year will know that the Canal is 50 years old. Two huge signs will proclaim it. One is at Miraflores Locks, the other at Gatun Locks and the signs, featuring a giant 50th Anniversary seal in combination with the message, are to be lighted at night.

A special ceremony has been arranged for the gift of an old locomotive to the National Museum of Transport, St. Louis, Mo. On the morning of August 15, Governor Fleming will formally release the locomotive for transport to the museum. Officials will also attend this meeting.

Captains of ships transiting on August 15 will be awarded a unique honor. Each will be presented with a special certificate to mark the transit of his ship through the Canal on its 50th Anniversary.

It is inevitable that the thoughts of the present generation will be turned back to that day 50 years ago when, through the efforts of thousands of men bent on a single task, a great victory over nature was achieved with the opening of the Panama Canal.

First Day cover to be sold at the World's Fair.

Skyscrapers and automobiles and automobiles and skyscrapers—that's only part of the story of the bustling, ever-moving metropolis of New York City, where Lucho Azcarraga and his conjunto will play at the World's Fair August 15 and 16. The group will perform in connection with the Fair's tribute to the 50th Anniversary of the Panama Canal. If you're looking for landmarks (the Fair is out of the picture at the left)—at far left center is the United Nations Building; the Empire State Building is far right center of this aerial view looking south from Manhattan. The 128-page 50th Anniversary book and a folder of special commemorative stamps will be sold at the Fair.

Panama Canal is Spotlighted Aug. 15-19 at N.Y. World's Fair

STAMPS, BOOKS, AND CONJUNTO ARE FEATURED

NEXT WEEKEND, August 15 and 16, Lucho Azcarraga and his conjunto, sponsored by the New York World's Fair Corp., will play at the fair in commemoration of the 50th Anniversary of the Panama Canal. Lucho will perform in the area of the Pan American Gardens near the Eastman Kodak exhibit.

In addition to the music of the popular Panamanian organist, two Canal Zone employees will travel to the fair to coordinate and undertake the selling of 50th Anniversary books and souvenir stamp folders.

Joe Kozlowski, supervisor in charge of the Canal Zone Philatelic Society's activities, and William E. Dolan, Philatelic clerk, leave August 13 to set up their display. The stamps and books will be sold from August 15 to August 19.

Also a feature at the special kiosk for the Canal tribute will be an automatic slide projector, which will flash pictures of the Canal on a screen for the Fair's many visitors.

Copies of the 50th Anniversary book will be presented to Fair officials, including Robert Moses, president of the New York World's Fair Corp., and former Canal Zone Gov. William E. Potter (1956-60), now executive vice president of the Fair Corporation.

CANAL HISTORY

50 Years Ago

EVERYTHING DURING the month of August 1914 was tied in with the opening of the Canal. When the month ended, 18 vessels had transited from Atlantic to Pacific and 23 had gone from Pacific to Atlantic through the newly-opened waterway.

While the SS *Ancon* had the honor of making the first official trip on August 15, she had been preceded by other ships. The SS *Cristobal* took 11½ hours to travel from Dock 9 in Cristobal to Balboa Harbor on August 3; the SS *Advance* went through the Canal August 9 and the SS *Panama* on August 11. All of these ships carried men and women who had helped to build the Panama Canal.

There a number of "firsts" during the month. The first vessel of war to transit was the 460-ton Peruvian torpedo destroyer *Teniente Rodriguez* on August 18. The first foreign cargo vessel was the *Daldorch* on August 22, a cargo ship owned by J. & M. Campbell of Glasgow, loaded with wheat bound from Tacoma to Limerick. The trip through the Canal saved the ship about 40 days.

The outbreak of World War I in Europe had its effects in the Canal Zone. Four German ships remained in Cristobal Harbor rather than venture to sea. The Hamburg America Line temporarily suspended its services through the Caribbean to New York.

25 Years Ago

THOUSANDS OF Isthmian residents on both sides of the Isthmus joined August 15 to celebrate the 25th anniversary of the opening of the Panama Canal to the traffic of the world. The principle ceremonies were held at the Balboa Stadium with President Juan D. Arosemena and Gov. Clarence S. Ridley heading a long list of official guests from Panama and the Canal Zone. The old SS *Ancon* repeated its original trip through the Canal from Cristobal to Balboa with 800 guests aboard. An official holiday was declared in Panama and the Canal Zone.

The work of clearing the ground for a small part of the proposed new townsite at Diablo, which was to be used as the Pacific side headquarters for the work involved in the construction of the third locks, was begun by the Municipal Division.

The outbreak of World War II in Europe September 1, 1939, had an immediate effect on Panama Canal shipping. As in World War I, the German flag ships were the first concerned. The SS *Cordillera* of the Hapag Lloyd skipped her regular call at Cristobal and sailed directly for Hamburg. The *Leipzig* of the same line arrived from Germany en route to Valparaiso with her colors and her name painted out.

10 Years Ago

THERE WAS no official celebration in the Canal Zone to mark the 40th anniversary of the opening of the Panama Canal on August 15, 1954. It was estimated that since the Canal opened to operation nearly 300,000 vessels of all types and nationalities had transited. These included 173,300 large commercial vessels of 300 Panama Canal net tons or more. During the fiscal year of 1954 more large commercial ships passed through the Canal than in any other year of its history. There was a decrease in the number of U.S. Government ships because of the cessation of hostilities in Korea.

The vacation travel bill which would grant authority to pay travel expenses of certain civilian employees and their families stationed overseas in connection with periodic leaves of absence in the United States, was passed by the U.S. Senate in August, 1954 and went to the President for signature.

One Year Ago

THE PANAMA Government Tourist Bureau took over the ownership of the Taboga launch service last August, acquiring title to the launches *Runner* and *Swallow* from the Panama Canal. The two 50-passenger craft had been in operation on the Taboga service for some years.

Canal capacity tests completed last year showed that vessels spent less time in Canal waters than ever before. A long-term analysis of the tests was started.

Panama Canal Hydrographer W. H. Esslinger and Geologist Robert H. Stewart went to Chiriqui Province in cooperation with local authorities to explain the underground disturbances which had been taking place in that area and which had caused concern among the residents.

The contract for the construction of 20-inch water mains at Balboa and Ancon was awarded to Cecil A. High of Panama whose bid of $187,960 was low. The mains were to run from Balboa to the Chorrillo Reservoir and from the Balboa Pump Station to the Tivoli Crossing.

ACCIDENTS

FOR THIS MONTH AND THIS YEAR

JUNE

	FIRST AID CASES '64	FIRST AID CASES '63	QUIET HOSPITAL ZONE CASES '64	QUIET HOSPITAL ZONE CASES '63	PAY CHECK OR LEAVE BALANCE DAYS ABSENT '64	PAY CHECK OR LEAVE BALANCE DAYS ABSENT '63
ALL UNITS	233	232	9	13	3894	12486
YEAR TO DATE	1466	1498(37)	112	105(10)	5680	15247(1067)

Locks Overhaul injuries included in total.

CANAL COMMERCIAL TRAFFIC BY NATIONALITY OF VESSELS

Nationality	Fourth Quarter Fiscal Year 1964					
	1964		1963		1951-55	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Average number transits	Average tons of cargo
Belgian	11	21,165	8	35,318	1	5,129
British	321	1,933,448	355	2,074,923	299	1,812,242
Chilean	34	233,420	35	242,528	16	88,080
China, Nat.	24	224,149	14	93,406	9	72,660
Colombian	85	107,559	55	86,787	38	43,967
Danish	78	428,554	85	365,303	65	245,718
French	48	154,633	29	193,814	31	134,662
German	292	818,827	270	911,852	57	146,661
Greek	128	1,348,116	147	1,547,707	28	249,194
Honduran	60	23,597	55	40,210	114	130,927
Israeli	17	59,378	14	52,438	-------	----------
Italian	46	259,521	44	254,143	36	197,097
Japanese	204	1,247,562	202	1,178,847	70	497,278
Liberian	262	2,750,368	234	2,134,795	51	333,268
Mexican	13	15,267	7	30,019	-------	----------
Netherlands	192	645,960	172	750,307	31	160,545
Nicaraguan	18	37,032	17	26,006	24	24,894
Norwegian	384	3,071,018	353	2,637,979	206	916,735
Panamanian	140	452,874	138	626,773	108	596,566
Peruvian	35	133,566	23	79,038	5	10,626
Philippine	19	70,735	17	64,956	5	37,985
Soviet (USSR)	10	36,923	5	45,655	-------	----------
Swedish	100	693,302	80	466,713	50	196,815
Swiss	21	7,339	7	11,731	1	10,493
United States	440	2,988,987	425	2,448,114	546	3,536,809
All others	40	217,879	35	161,214	44	92,493
Total	3,022	17,981,179	2,826	16,560,576	1,835	9,540,844

MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 tons net or over

(Fiscal Years)

Month	Transits			Gross Tolls * (In thousands of dollars)		
	1964	1963	Avg. No. Transits 1951–55	1964	1963	Average Tolls 1951–55
July	944	978	557	$4,898	$4,980	$2,432
August	946	950	554	4,842	4,926	2,403
September	923	909	570	4,836	4,617	2,431
October	980	882	607	5,154	4,411	2,559
November	946	924	568	4,879	4,684	2,361
December	958	947	599	4,897	4,983	2,545
January	1,015	769	580	5,140	3,871	2,444
February	997	841	559	5,193	4,313	2,349
March	1,077	991	632	5,480	5,084	2,657
April	1,011	919	608	5,202	4,761	2,588
May	1,012	988	629	5,355	4,991	2,672
June	999	919	599	5,222	4,747	2,528
Totals for 6 months						
Fiscal year	11,808	11,017	7,062	$61,098	$56,368	$29,969

* Before deduction of any operating expenses.

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

The following table shows the number of transits segregated into eight trade routes:

Trade routes	Fourth Quarter, Fiscal Year 1964		
	1964	1963	Avg. No. Transits 1951–55
United States intercoastal	125	100	170
East coast of United States and South America	625	584	458
East coast of United States and Central America	129	144	123
East coast of United States and Far East	512	520	271
United States/Canada east coast and Australasia	76	85	52
Europe and west coast of United States/Canada	262	218	182
Europe and South America	363	334	124
Europe and Australasia	118	98	83
All other routes	812	743	372
Total traffic	3,022	2,826	1,835

Anniversary Highlighted By Luncheons

REPRESENTATIVES of the steamship companies, which by using the Panama Canal during the past 50 years have saved thousands of dollars and thousands of travel miles, will be guests at a luncheon to be given aboard the SS *Cristobal* Friday, August 14.

Another luncheon honoring Governor Fleming, Lieutenant Governor Parker, and a group of former Canal Zone Governors and officials will be held Saturday, August 15, aboard the SS *Santa María* in Balboa by the Grace Line.

The two luncheons commemorating the 50th anniversary of the opening of the Canal to traffic, will be attended by Panama and Canal Zone officials from both sides of the Isthmus in addition to the seven former Governors visiting the Canal Zone to take part in the Golden Anniversary events.

The former Governors expected to attend are Gen. Julian Schley, Gen. John S. Seybold, Gen. Glen E. Edgerton, Gen. F. K. Newcomer, Gen. William A. Carter, Gen. C. S. Ridley, who was Governor of the Canal Zone during the 25th anniversary celebration, and Maurice H. Thatcher, only surviving member of the Isthmian Canal Commission, who held the honorary title of "Governor."

The luncheon aboard the *Cristobal* will be held in Cristobal where the ship will be docked following her regular voyage from New Orleans.

At the Cristobal luncheon, a special certificate will be presented by Governor Fleming to the United Fruit Co., top user of the Panama Canal.

The luncheon sponsored by the Grace Line will be held in Balboa where the *Santa María* will be berthed. The *Santa María*, which was dedicated to Panama

when she was launched, has been passing through the Panama Canal since October 1963 on her regular run between New York and Valparaiso, Chile. Wilfred J. McNeil, president of the Grace Line, is expected to be present.

The *Santa María* is the third new addition to the Grace Line Santa fleet of four to be placed in service recently between New York, the Canal Zone, and the west coast of South America.

In connection with the 50th Anniversary of the Panama Canal, the Information Office received the following letter from Harry O. Paxson, who served as the Zone's second lieutenant governor, from 1952 to 1955. Lieutenant Governor Paxson's tribute to the Canal and its employees is carried to all Canal employees through this reprint:

The Panama Canal Review
Balboa Heights,
Canal Zone

Gentlemen:

Mrs. Paxson joins me, upon the occasion of the 50th birthday of the Panama Canal, in congratulating all of the wonderful people of the Canal Zone upon their dedication to the important task of expeditiously passing the commerce of the world from ocean to ocean.

The American people reflect with great pride upon the ingenuity and technical skills of the Canal employees at a time when a steadily increasing amount of traffic taxes the finite capacity of the waterway. Each improvement in operation, resulting in "one more ship through today," bespeaks a loyal, devoted organization, rising above the problems and doubts of the moment and uniting to get the task well done.

My wife and I loyally follow life on the Zone through the pages of THE PANAMA CANAL REVIEW, to which we regularly subscribe. Having partaken of the Chagres water, it is a foregone conclusion that our thoughts often turn to the lovely Isthmus and our many friends still on active duty in the Zone. We regret that we'll be unable to be with you in person on August 15; in our hearts we will be.

Most sincerely,

s/Harry O. Paxson,
(Former) Lieutenant Governor,
Canal Zone.

PRINCIPAL COMMODITIES SHIPPED THROUGH THE CANAL

Pacific to Atlantic

(All cargo figures in long tons)

Commodity	Fourth Quarter Fiscal Year 1964		
	1964	1963	Average 1951-55
Ores, various	1,822,186	1,882,633	999,938
Lumber	1,277,473	1,122,819	1,014,773
Petroleum & products (excludes asphalt)	636,853	459,035	229,177
Wheat	223,193	211,437	437,251
Sugar	577,223	567,101	351,696
Canned food products	222,151	253,825	269,073
Nitrate of soda	157,881	192,842	319,896
Fishmeal	392,476	254,893	----------
Bananas	334,442	298,231	200,684
Metal, various	328,321	296,770	191,913
Food products in refrigeration (except fresh fruits)	264,444	228,309	142,423
Coffee	120,846	104,377	61,185
Pulpwood	158,380	126,214	56,464
Iron and steel manufactures	329,553	241,691	59,091
Fresh and Dried Fruits	126,858	98,825	95,284
All others	1,583,738	1,415,983	694,792
Total	8,556,018	7,754,985	5,123,640

Atlantic to Pacific

Commodity	Fourth Quarter Fiscal Year 1964		
	1964	1963	Average 1951-55
Petroleum & products (excludes asphalt)	3,071,090	2,796,725	1,075,363
Coal and coke	1,483,182	1,361,950	703,397
Iron and steel manufactures	356,555	375,427	461,804
Phosphates	510,236	418,072	180,384
Sugar	121,761	165,526	190,966
Soybeans	221,031	312,977	119,263
Metal, scrap	585,215	583,196	12,985
Sulfur	139,071	63,023	106,086
Ammonium compounds	119,210	67,381	35,655
Paper and paper products	152,792	94,646	107,964
Bauxite	159,092	129,924	38,838
Metals, various	124,775	94,650	27,073
Corn	273,647	476,850	25,146
Chemicals unclassified	208,919	174,881	51,553
Wheat	153,858	163,648	35,034
All others	1,744,727	1,586,715	1,221,074
Total	9,425,161	8,805,591	4,392,585

CANAL TRANSITS — COMMERCIAL AND U.S. GOVERNMENT

	Fourth Quarter Fiscal Year 1964				
	1964			1963	Avg. No. Transits 1951–55
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Ocean-going	1,494	1,528	3,022	2,826	1,835
Small°	79	86	165	130	381
Total commercial	1,573	1,614	3,187	2,956	2,216
U.S. Government vessels: °°					
Ocean-going	33	37	70	76	166
Small°	16	12	28	21	75
Total commercial and U.S. Government	1,622	1,663	3,285	3,053	2,457

° Vessels under 300 net tons or 500 displacement tons.
°° Vessels on which tolls are credited. Prior to July 1, 1951, Government-operated ships transited free.

ANNIVERSARIES

(On the basis of total Federal Service)

30 YEARS

SUPPLY AND COMMUNITY SERVICE BUREAU

Ignatious F. Prince
Stockman

MARINE BUREAU

George A. King
Line Handler (Deckhand)

George Bernard
Leader Seaman

ENGINEERING AND CONSTRUCTION BUREAU

Fidel Terán
Cement Finisher

Ivanhoe Archer
Laborer (Heavy)

Julio Fontalbo
Warehouseman

Reginald Howard
Seaman

20 YEARS

SUPPLY AND COMMUNITY SERVICE BUREAU

Ruben Olmos B.
Food Service Worker

Pablo A. López
Laborer (Cleaner)

Ethelin O. Jules
Counterwoman

Clifford Rose
Clerk

Manuel Martínez
Milk Plant Worker

Juan A. V. Platero
Meat Cutter

Eladio Cordoba
Grounds Maintenance Equipment Operator

B. Saavedra
Garbage Collector

MARINE BUREAU

Belford A. Alleyne
Line Handler (Deckhand)

Leroy C. Springer
Seaman

Fermin Rodriguez
Line Handler (Deckhand)

Frank S. Wason
Clerical Assistant

Alejandro Garces
Line Handler (Deckhand)

David A. Kerr
Line Handler

Samuel Gomez O.
Helper Lock Operator

Jorge Roy Atkins
Helper Lock Operator

William Joseph
Line Handler (Deckhand)

Jorge Tuñon
Painter

Juan Arbai
Boatman

Juan A. Allen
Clerk

Woodrow A. Sjogreen
Line Handler (Deckhand)

ENGINEERING AND CONSTRUCTION BUREAU

Juan Perea
Pipelayer

Pablo Clet Petit
Boatman

Atilano Vergara
Seaman

Catalino Ruiz R.
Seaman

Julio B. Pinillo
Maintenanceman

George Murray
Maintenanceman (Distribution Systems)

Agustin Carrera A.
Cement Finisher

Luther Smith
Oiler

TRANSPORTATION AND TERMINALS BUREAU

Granville Eversley
Leader (Dock Stevedoring)

Jose F. Quiñonez
Clerk Checker

Pablo Santamaría
Truck Driver

Henry G. Ledgerwood
Materials Handling Equipment Repairman

CIVIL AFFAIRS BUREAU

Basilio H. Cragwell
Teacher (Junior High-Latin American Schools)

HEALTH BUREAU

Albert H. Wardrope
Nursing Assistant (Medicine and Surgery)

Alicia May Pomare
Nursing Assistant (Medicine and Surgery)

Eugenio Garcia
Ward Service Aid

Randolph Wellington
Admitting Service Aid

Jose A. Matos
Medical Aid (Ambulance)

ANNIVERSARIES

(On the basis of total Federal Service)

40 YEARS

SUPPLY AND COMMUNITY SERVICE BUREAU

Ethelina M. Brown
Marker and Sorter
Maud R. Regist
Marker and Sorter
Ivanhoe C. Tovaris
Leader Bell Boy

MARINE BUREAU

Arthur E. Johnson
Leader Maintenanceman (Rope and Wire Cable)

ENGINEERING AND CONSTRUCTION BUREAU

Anderson G. Dow
Procurement Clerk

TRANSPORTATION AND TERMINALS BUREAU

Lionel J. Duncan
Leader (Dock Stevedoring)

30 YEARS

COMPTROLLERS OFFICE

Joseph C. Turner
Disbursing Officer (Treasurer)

MARINE BUREAU

Arthur A. Albright
General Foreman (Lock Operations-Electrical)
Clarence A. Sisnett
Motor Launch Captain

ENGINEERING AND CONSTRUCTION BUREAU

Justiniano Herrera
Seaman
William M. Kosan
Shift Engineer (Mechanical)
Stanwood O. Specht
Supervisor (Mechanical-Power System)
Juan Rodríguez
Leader Quarryman

TRANSPORTATION AND TERMINALS BUREAU

Harry V. Cain
General Foreman (Ship Stevedoring)
Parker P. Hanna
Lead Foreman (Fuel Operations)
Louis W. King
Motor Vehicle Dispatcher
Joseph W. Farquhar
Clerk

CIVIL AFFAIRS BUREAU

Thora M. Baublits
Teacher (Elementary-U.S. Schools)

20 YEARS

OFFICE OF THE GOVERNOR-PRESIDENT

Elsa E. Watson
Security Clerk

COMPTROLLER OFFICE

William Goldfein
Systems Accountant
Johnny Vaucher
Systems Accountant

SUPPLY AND COMMUNITY SERVICE BUREAU

Lester A. Ferguson
Supply and Community Service Director
Silvano Batista
Assistant Baker
Benigno Gondola
Leader Dairy Worker (Field)
Agnes B. Whittingham
Clerk
Belen D. Guerrero
Supply Clerk
Grace F. Hayles
Utility Worker
Carlos A. Gonzalez
Assistant Cook
Leonardo López
Utility Worker
Matthew Simpson
Leader Bell Boy
Sixto Madariaga
Stockman
Eleuterio Grajales
Leader Garbage Collector
Manuel Barrios
Garbage Collector

MARINE BUREAU

Evans Cecil Riviere
Motor Launch Captain
Prince Albert Bowen
Launch Operator
Silbert C. Ellis
Line Handler (Deckhand)
Felix Aleman
Line Handler (Deckhand)
Winston Thomas
Line Handler (Deckhand)
Juan Rodríguez
Line Handler (Deckhand)
Oscar Villalta
Line Handler (Deckhand)
Marcelino Quintero
Line Handler (Deckhand)
Naphtali E. Reid
Line Handler (Deckhand)
Theodore R. Yost
Guard Supervisor
Camilo Polanco F.
Truck Driver
Juan Diaz N.
Line Handler
Raul Calderon M.
Helper Lock Operator
Francisco Etienne
Helper Lock Operator
Ezekiel Beckles
Helper Lock Operator
Miguel Prestan
Line Handler
Harold B. Cover
Helper Lock Operator
Alfred C. Mullennax
Leader Machinist (Marine)

ENGINEERING AND CONSTRUCTION BUREAU

Rodolfo Flores
Boatman
Norris A. Brown
Helper Machinist (Maintenance)
Fletcher R. Gregory
Refrigeration and Air Conditioning Mechanic
Gladston C. Rodney
Laborer (Heavy)

TRANSPORTATION AND TERMINALS BUREAU

George Gibbons
Stevedore
Carl DaCosta
Timekeeper
Gabriel Correa A.
Cargo Checker
Zephaniah Antonio
Railroad Trackman

CIVIL AFFAIRS BUREAU

Paul R. Walker
Fire Sergeant
Demetrio F. Cabal Q.
Laborer (Cleaner)
Dayle Norton T.
Customs Inspector

HEALTH BUREAU

Mary H. Edds
Staff Nurse (Medicine and Surgery)
C. A. Castillero
Pharmacy Assistant
José A. Peralta T.
Admitting Service Aid
Marion D. Stephens
Nursing Assistant (Medicine and Surgery)
Silvia A. Pinder
Cook
Alberto J. Howell
Medical Aid

PROMOTIONS AND TRANSFERS

EMPLOYEES promoted or transferred between June 5, 1964 and July 5, 1964 (withingrade promotions and job reclassifications are not listed).

ADMINISTRATIVES SERVICES

Elvera N. Breakfield, Supervisory Clerical Assistant to Office Services Supervisor, Printing Plant.

Jerry R. Fleming, Photographer (Still), to Supervisory Photographer (Still).

CIVIL AFFAIRS BUREAU

Schools Division

David S. Salamin, Jr., Substitute Teacher, Latin American Schools, to Secondary Teacher, Latin American Schools.

Eudora T. Toppin, Substitute Teacher, Latin American Schools, to Elementary Teacher, Latin American Schools.

Edna O. Wilson, Recreation Assistant (Sports) to Recreation Specialist (Sports).

Postal Division

J. D. Barnes, Distribution Clerk to Clerk, Mailing Unit.

Police Division

Robert B. Mills, Police Private to Detective.

ENGINEERING AND CONSTRUCTION BUREAU

Electrical Division

Edwin R. Malin, Mechanical Engineer (Utilities), Maintenance Division, to Mechanical Engineer (Power Plants), Electrical Division.

Frederick A. Ebdon, Lead Foreman Electrician to General Foreman Electrician.

John W. Huson, Electronics Mechanic to Lead Foreman Electronics Mechanic.

John A. Everson, Electrician to Lead Foreman Electrician.

William W. Good, Radio Mechanic to Electronics Mechanic.

Dredging Division

George A. McArthur, Mechanical Engineer (General) to Supervisory Mechanical Engineer (General).

Francesco Viglietti, Master, Small Tug to Master, Towboat.

Norberto L. Herrera, Leader Laborer to Leader Labor (Heavy).

Westly H. Cummings, Seaman to Cook (Floating Plant).

Leslie A. Hurdle, Seaman to Cook (Floating Plant).

Stanley E. Grant, Seaman to Steward (Floating Plant).

Alexander T. Jacks, Leader Laborer to Leader Laborer (Heavy).

Eric I. Jordan, Preston Primus, Seaman to Cook (Floating Plant).

Maintenance Division

Joseph S. Leihy, Machinist to Leader Machinist (Maintenance).

Ignacio Soto, Launch Operator (Small) to Surveying Aid.

HEALTH BUREAU

Coco Solo Hospital

Norma C. Belland, Supervisory Clerk (Medical Records) to Medical Record Librarian.

Division of Sanitation

Hector Henningham, Laborer (Heavy Pest-Control) to Truck Driver.

Division of Preventive Medicine

Patricia D. Hunt, Staff Nurse (General) to Head Nurse (General), Cristobal.

Gorgas Hospital

Kenneth W. Bloomberg, Daniel Gruver, William F. Short, Hospital Resident, 2d year, to Hospital Resident, 3d year.

Eduardo A. Concan, Jaap J. Lind, Harold L. Albert, Marshall R. Jelderks, Carlos R. Guerra M., Hospital Resident, 1st year, to Hospital Resident, 2d year.

Robert L. Wenninher, Intern to Hospital Resident, 1st year.

Dorothy L. Beauchamp, Accounting Clerk to Voucher Examiner.

Nellie T. Morgan, Clerk-Typist to Clerk-Stenographer.

Ashton L. Wilson, Utility Worker, Supply Division to Hospital Attendant.

MARINE BUREAU

Navigation Division

Rafael J. Amato, Distribution Clerk, Postal Division, to Admeasurer, Cristobal.

Marcy H. Carpenter, Police Private, Police Division, to Marine Traffic Controller Assistant.

Robert Peterson, Supervisory Administrative Services Assistant to Supervisory Administratives Services Officer.

Industrial Division

Carl H. Starke, Boilermaker to Lead Foreman Boilermaker, Mount Hope.

Leodrick Perch, Laborer to Helper Machinist.

Locks Division

Denton W. Broad, Control House Operator to General Foreman (Lock Operations).

Robert Kennedy, Linehandler to Timekeeper.

Ernesto M. Weeks, Helper Lock Operator to Timekeeper.

Wilfred L. McQueen, Helper Lock Operator to Oiler.

Julio Macía, Alfredo Coco, Oiler to Maintenanceman (Rope and Wire Cable).

OFFICE OF THE COMPTROLLER

Elizabeth Sudron, Travel Expense Claims Examiner, General Audit Division, to General Claims Examiner.

Carrol E. Kocher, Accounting Clerk to Accounting Technician.

Zoraida H. Chitwood, Clerk-Typist, Division of Preventive Medicine, to Clerk-Typist, Accounting Division.

SUPPLY AND COMMUNITY SERVICES

Community Services Division

James R. Shirley, Housing Project Assistant (Assistant Manager, Balboa Housing Office), to Housing Project Manager (Manager, Balboa Housing Office).

Richard S. Brogie, Housing Project Assistant, Cristóbal Housing Office, to Administrative Services Assistant, Office of the Chief.

Supply Division

Alberto D. Long, Supply Clerk to Clerk, Storehouse Branch.

John R. Hall, Assistant Baker to Cook, Service Center Branch.

Alfonso T. Shaw, Laborer (Heavy) to High Lift Truck Operator, Storehouse Branch.

Demóstenes Murillo, Laborer (Heavy) to Laborer (Heavy-Cold Storage).

Philip Bartley, Laborer (Heavy) to Laborer (Heavy-Cold Storage), Wholesale Branch.

Baldomero Castillo, Laborer to Milker, Wholesale Branch.

Enrique Williams, Utility Worker, Service Center Branch, to Laborer (Heavy), Storehouse Branch.

Ernesto Cedeño, Utility Worker, Service Center Branch, to Cash Clerk.

Elizabeth A. Bryant, Usher (Theaters) to Usher, Chief (Balboa Theater).

TRANSPORTATION AND TERMINALS BUREAU

Motor Transportation

Cleveland A. James, Laborer (Heavy), Maintenance Division, to Helper Tire Rebuilder.

Charles G. Parris, Automotive Equipment Serviceman to Mobile Equipment Mechanic (Organizational).

Leonardo Goldburn, Service Station Attendandt to Automotive Equipment Serviceman.

Noel V. Daley, Automotive Equipment Serviceman to Truck Driver.

Railroad Division

Franklin A. Balmas, Electrician to Lead Foreman Electrician.

Terminals Division

Urville W. Wallace, Clerk-Typist to Timekeeper (Typing).

Seymour A. Greenidge, Linehandler to Guard.

OTHERS

Edward B. Webster, Housing Project Assistant, Community Services Division.

Gerald H. Halsall, Housing Project Assistant, Community Services Division.

William G. Bingham, Management Analyst, Office of the Comptroller.

William J. McLaughlin, Chief Foreman (Lock Operations) Locks Division.

Fred Miller, Master, Towboat, Dredging Division.

June Stevenson, Secretary (Stenographer) Locks Division, Office of Director.

Claude P. Swaby, Cargo Clerk, Terminals Division.

SHIPPING

New Towing Locomotives

THE OLD Panama Canal "mules" are fast disappearing from the Panama Canal locks. They are being replaced at a steady rate by the new Japanese manufactured towing locomotives, 32 of which will have arrived on the Isthmus by the middle of August. This number includes the 6 test locomotives, 4 of which will be remodeled to conform with the newer production machines and 2 to be kept for spare parts. One of the three locomotive cranes included in the contract has arrived and is being used at Gatun.

As the machines arrive from Japan, they are unloaded at Gatun Locks to be put in operating condition and tested. Gatun Locks received its full complement of 19 new towing locomotives in May. Since then the machines have been sent to Pedro Miguel as they are assembled and tested at Gatun. Pedro Miguel started full operation with the new mules on the east lane July 27. When the required 19 are delivered to Pedro Miguel, the remaining 19 will go to Miraflores. Each set of locks is to have 16 locomotives in maximum use and 3 undergoing maintenance.

The Locks Division expects that at the present rate of delivery, all of the 59 locomotives and 3 locomotive cranes will be delivered to the Canal by April in 1965 and be in operation shortly after.

British Skipper Honored

AN HONORARY marine license making him a pilot in all Canal Zone waters was presented recently to Capt. Albert Hocken, Commodore of the combined fleets of the New Zealand Shipping Co. when he made his 117th and final trip through the Canal as master of the New Zealand Line *Ruahine*. The presentation was made by Capt. Chester Briggs, Chief of the Navigation Division, aboard ship as she passed through Miraflores Locks on her northbound transit.

Commodore Hocken was to have left his ship when it arrived in England later in the month and will retire from active service. He probably will make his home in New Zealand. He had been with the New Zealand Shipping Co. since 1919 when he signed up as a cadet on the old *Devon*. He had served as a master of a ship since 1942 when he took command of the *Samkey*. With the exception of the World War II years when he was sent almost anywhere, all of his service was on ships which made regular transits through the Panama Canal.

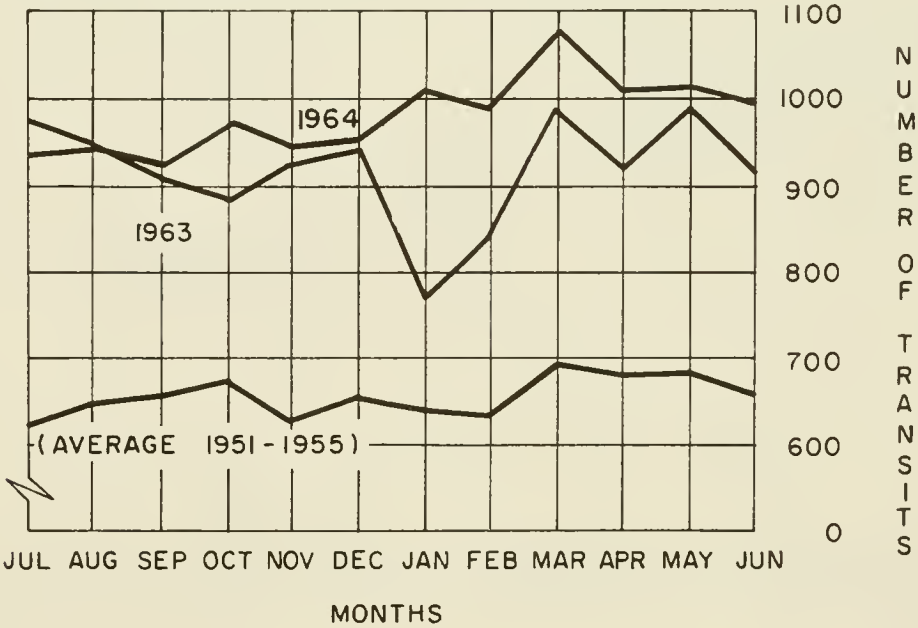
TRANSITS BY OCEANGOING VESSELS IN JUNE

	1964	*1963*
Commercial	999	919
U.S. Government	25	30
Free	9	6
Total	1,033	955
TOLLS °		
Commercial	$5,226,972	$4,749,806
U.S.Government	142,517	112,843
Total	$5,369,489	$4,862,649
CARGO°°		
Commercial	5,904,706	5,462,322
U.S.Government	126,694	79,962
Free	53,469	35,613
Total	6,084,869	5,577,897

° Includes tolls on all vessels, oceangoing and small.
°°Cargo figures are in long tons.

Master Mariners

POTENTIAL Panama Canal customers are three new deluxe 13,000-ton cargo liners called Master Mariners, now being built for the American President Line in California. The three ships, of an advanced Mariner design, are being constructed at the same time for a total cost of $37 million. The first, to be named the *President Polk*, is scheduled to be launched in November of this year. The keels of the second and third ships, to be named *President Monroe* and *President Harrison*, will be laid this year. According to Panama Agencies, which represents the American President Line at the Canal, the three new ships probably will be put on either an east coast of the United States to Orient run or on the round-the-world service. In either case they would be making regular transits of the Panama Canal.



THE PANAMA CANAL
CROSSROADS OF WORLD COMMERCE
1914
1964
GOLDEN ANNIVERSARY

Date Due

Due	Returned	Due	Returned
JUL 31 1992			
AUG 03 1992	AUG 04 1992		

LATIN AMERICA

UNIVERSITY OF FLORIDA

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